

The Hongkong Telegraph.

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FRIDAY, APRIL 29, 1904.

五拜禮

號九十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,330,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO, NAGASAKI, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHWANG, PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$6,500,000
RESERVE LIABILITY OF PROPERTIES \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, N. A. SIEBS, Esq.
E. GOETZ, Esq., H. W. SLADE, Esq.
A. HAUPT, Esq., C. A. TOMES, Esq.
H. SCHUBART, Esq., E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong: J. R. M. SMITH.
MANAGER:
Shanghai: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$324,375

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. Focke, Esq.,
Creasy Ewen, Esq., G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th April, 1904.

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th April, 1904.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	PERA	About 2nd May	Freight.
LONDON, &c.	MALTA	May 7th, Noon.	See Special Advertisement.
SHANGHAI.	SINLA	About 8th May	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FORMOSA	About 11th May	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
BAVERN	WEDNESDAY, 25th May.
OLDENBURG	WEDNESDAY, 8th June.
SACHSEN	WEDNESDAY, 22nd June.
ZIETEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
ROON	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 31st August.
PRINZ HEINRICH	WEDNESDAY, 14th September.
GNEISENAU	

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship "BAVERN" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 23rd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th May, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 27th April, 1904.

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.

HALF TINS - - - - 40 "

TINS - - - - 60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & Co.,
Sole Agents for China and Manila.

Hongkong, 8th April, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

37

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Tsipoh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimotana, Hukoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshitani, Yoshio, Yunokiba and other Coals.

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents.

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 15th April, 1904.

41

AMERICAN WHISKIES.

OLD CREMOENE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904.

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INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

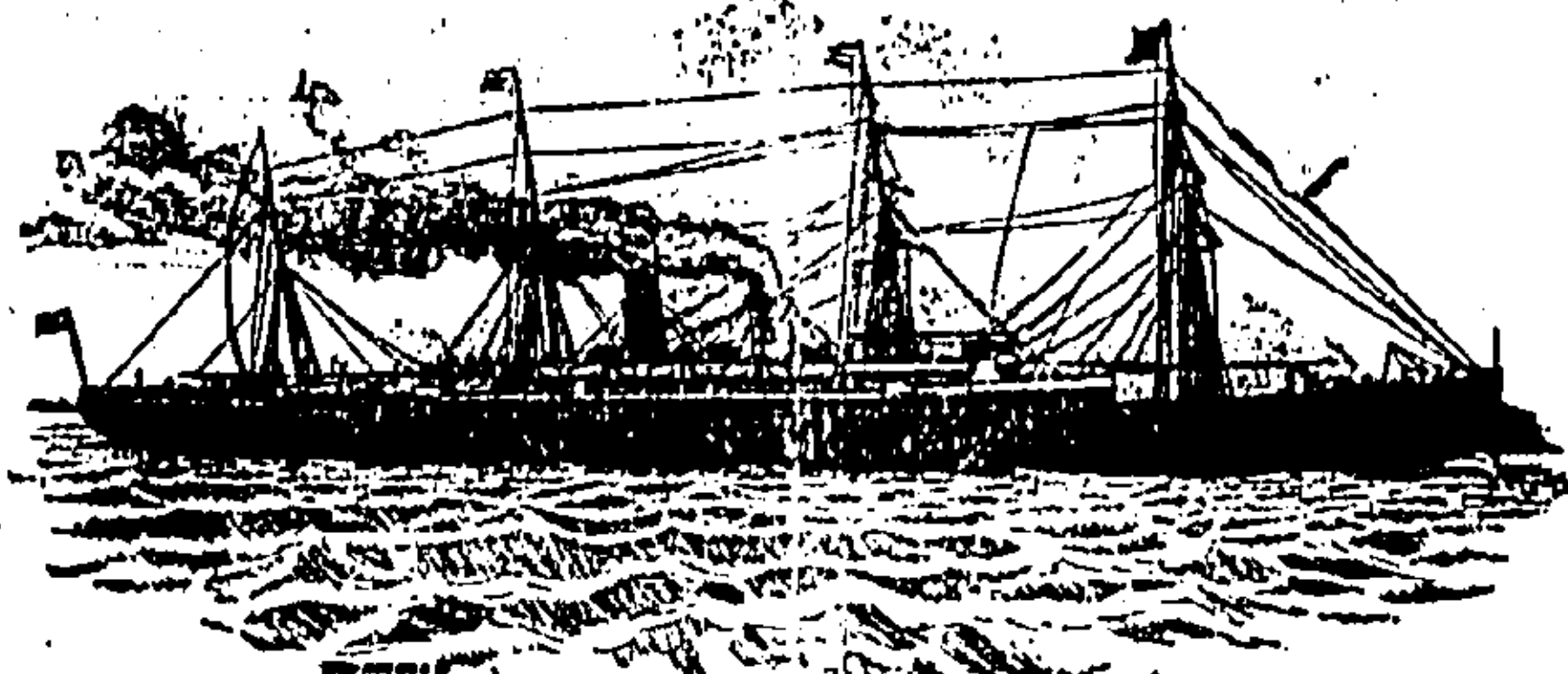
KRUSE & Co.,

CONNAUGHT HOUSE

34

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	SATURDAY, 30th April, at Noon.
"CORIO"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GALLO"	4,205 "	SATURDAY, 4th June, at Noon.
"MONSIEUR"	5,060 "	THURSDAY, 16th June, at Noon.
"ORION"	4,784 "	TUESDAY, 28th June, at Noon.
"DORIS"		SATURDAY, 9th July, at Noon.

The P. M. S. S. Co.'s steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on or about May 7th, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route: passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

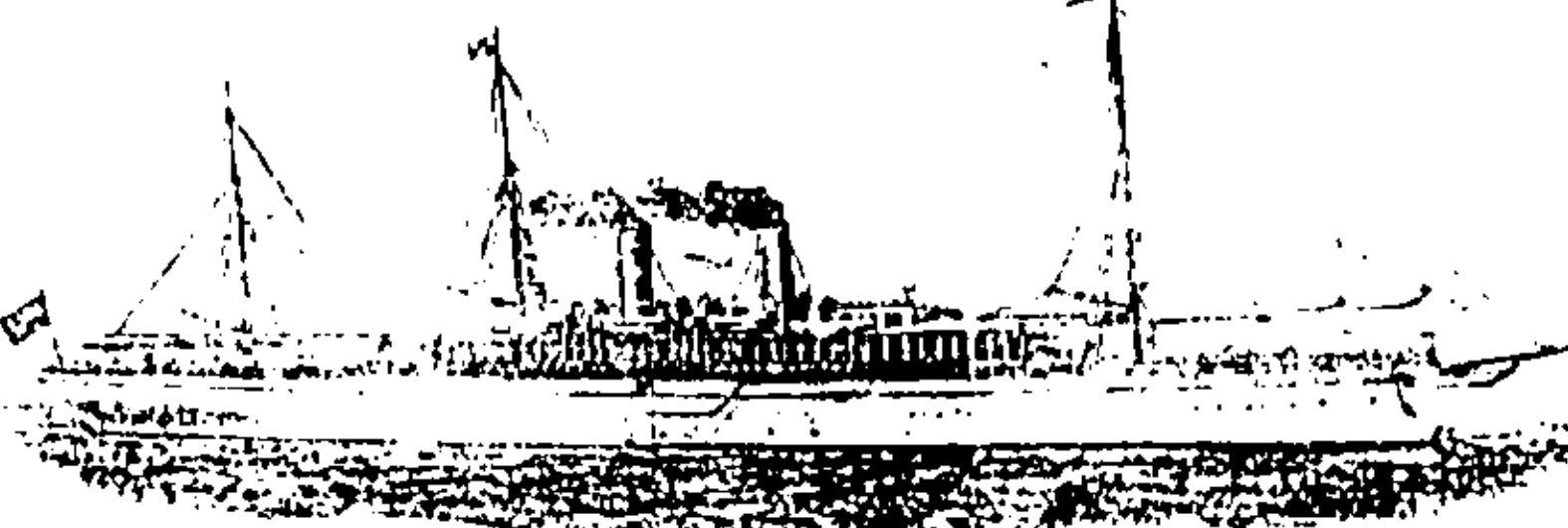
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 29th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.

Hongkong to London, 1st Class, £40. 2nd St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

J. E. BROWN, General Agent, 9, Priddle's Street.

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

GO TO THE KOWLOON HOTEL, KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	583 tons.	Captain J. Willox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP, 3, DUDDELL STREET, HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	SPORE & JAVA PORTS.	First half of May
TJILATJAP	JAPAN	First half of June	SPORE & JAVA PORTS.	First half of June
TJIMAH	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

THE AGENTS, THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 29th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

C. W. CLARK, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

LEVY HERMANOS.

Diamond Merchants, Jewellers and Watchmakers.

FASTMAN'S KODAKS and FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, WILSON'S BUILDING.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VAUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 10s. 6d. per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 15th January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

BUSINESS TRAINING COLLEGE. NEAR G. P. O., HONGKONG.

ENGLISH, CHINESE, JAPANESE, FRENCH, RUSSIAN, PORTUGUESE as used at Macao, all INDIAN TONGUES, and other Languages.

Translations made for the Public.

Typewriting taught on the blind touch system.

Shorthand; "Up-to-date" or Pitman's system taught.

Typewriting Copies made for the Public.

NOTE:—On and after the 1st of May next the Fees for the "Up-to-date" Shorthand will be considerably increased.

Canton Branch Studio, 144 Shameen.

For Postal Lessons, etc.; Circulars, Post Free Hongkong, 23rd April, 1904.

NOTICE.

THE WINDSOR GARDEN AND RESTAURANT is now the sole property of the undersigned F. HUBER who is responsible for and will settle all business debts incurred up to the date hereof by himself or the joint partners.

The interest and responsibility of the undersigned MAX JACOBS in the above restaurant has entirely ceased.

MAX JACOBS. FRED. HUBER.

Hongkong, 25th April, 1904. The business remains closed until further notice.

FRED. HUBER.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 15th August, 1903.

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A DELIGHTFUL MARINE EXCURSION

on SUNDAY, May 1st, 1904.

THE Commodious Steamship

"SAN CHEONG"

will make an excursion round the ISLAND and MIRS BAY (Weather Permitting).

By kind permission of Captain H. A. Carleton the Band of the 93rd Burma Infantry will play Popular Selections during the trip.

REFRESHMENTS can be obtained on board.

TICKETS \$5. Children half price, may be obtained at Messrs. KELLY & WALSH, Messrs. BREWER & Co. and on board.

The STEAMER LEAVES the San Cheong wharf at 10.30 a.m., Sunday, May 1st, 1904, and will arrive back about 6.30 p.m.

Only a limited number of tickets.

Hongkong, 28th April, 1904.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 22nd April, 1904.

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PURE CEYLON TEA I guarantee this Tea to be absolutely Pure and the Best that can be obtained at the price. Quality will speak for itself. Special quotation for quantities.

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BOLIV SOAPS effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolie Dog Soap is the best thing of its kind in the market.

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WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

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Hongkong, 26th March, 1904.
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Hongkong, 8th January, 1904. [45]

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Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 25th April, 1904. [384]

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On the 12th April, at the "Cut, Batu Gajah, Perak, the wife of FRANCIS JOHN BRYANT, Barrister at law, of a daughter.

On the 16th April, at Perak House, Penang, the wife of C. W. PARK, of a son.

On the 17th April, at Halesworth, Bukit Timah Road, Singapore, the wife of G. R. OHLERS, of a daughter.

On the 17th April, at Malacca, the wife of Rev. H. C. LARBY, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 29, 1904

LOCAL AND GENERAL.

As mentioned by us at the time of her departure for home, the *King Alfred* will return again to this station where she will remain.

Allen Shellen was charged with not returning to the House of Detention, as required to do yesterday evening. He was sent to one month's imprisonment.

Mr. Arthur Clements Smith, of the Ceylon P. W. D., son of Sir Cecil Smith, C.M.G., and formerly Governor of the Straits Settlements was married on April 22 at Negombo to Miss Louisa Gertrude Leembuggen, eldest daughter of the Assistant Colonial Surgeon at Negombo.

Among a group of vagrants, who were, this morning, remanded by Mr. Kemp was one C. Brown, a seaman out of employ, who, it will be remembered, some weeks ago, tried to commit suicide by cutting his throat with the cover of a jam tin, in the Victoria Gaol, and for which he was sent to a term of incarceration in the same place.

CONTRACTS have recently been signed between representatives of the Austro-Hungarian Government and certain firms on the Continent for the immediate supply of some five million cartridges, and fifty machine guns of a special type. As it was found impossible for the orders to be completed by native firms within the specified time, they have been placed with firms outside the dual monarchy.

It is affirmed in certain official quarters at home that a Convention has either been or is about to be signed between various Powers and China, affecting not only the territorial integrity, but the commercial interests of that country. It will most probably be found, should this Convention be published, that through Sir Ernest Satow, the British Minister in Peking, England has been able to late to play a part of greater importance in Far Eastern affairs than has been the case for many years.

One of the saddest examples of how friendship may be broken up by war is provided in the case of Gen. Murato, Chief of the Staff of the Japanese Army in Korea, and Gen. Linewich, Gen. Murato was formerly Military Attaché to the Japanese Legation at St. Petersburg, and made many friends among the Russian staff. By a grim coincidence, Gen. Linewich, the most intimate acquaintance of the Japanese attaché, will now hold, in the opposite camp, the corresponding position to that filled by his quondam friend.

TWO excise officers were charged with wrongfully executing a warrant in a case of a search for suspected opium. The story for the prosecution was that the men in going to execute a search warrant at No. 6 Lau U Lane, on the 27th inst, placed a small tin of opium, with the intention, as it is alleged, of "hiding" the opium on the premises and having the "possessor" punished. Inspector McNab had the men before him this morning, when after formal evidence of the arrest of the defendants had been given by Chinese Constable 137, in their house at First Street, Inspector McNab applied for a remand to enable him to secure his witnesses and the evidence in the case. The case was remanded, but being fixed at 15 o'clock.

RADIUM treatment for cancer has been entirely abandoned at the Cancer Hospital. It was never viewed with much hope there, and a few weeks ago the last unsuccessful experiment with it took place. According to the *Daily Mail*, the trials were made at the end with a case containing five grains of radium, covered only with mica sheeting, probably the largest morsel in any hospital in Europe, and the effect was always the same, though it might vary in degree. The surface of the skin became inflamed, a blister formed and dried up, but that was all. Sixteen cases have been under treatment, the longest period of a single application having been three hours, and the longest total time of application having been about twenty-five hours. The only favourable result was an occasional cessation of pain. On the other hand, several patients have complained of an increase of pain.

Two 'dumped' bodies of plague victims, found at Sai Wan Ho-Shaukwan, bring the number of notified cases, since January 1st, to forty.

ON her voyage from Moji, the s.s. *Ala-guarie*, Capt. St. John George, which arrived at day, reports having passed a white conical buoy and about fifteen miles E. of Breaker Point.

By kind permission of Lt.-Col. Ironmonger and officers, the Band of the 93rd Burma Infantry will play at the Hongkong Hotel tomorrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.

March "Sons of the Empire" by Bradford
Overture "The Tropic of Cancer" by German
Selection "The Tropic of Cancer" by German
Carnet Solo "Love, could I only tell Thee" by Capel
Solo "Stephen Adams' Song" by Henley
Solo "The Rose Tree" by Morris
Chorus "The Rose Tree" by Morris
Solo "The Rose Tree" by Morris
Solo "The Rose Tree" by Morris

MAJOR Charzy, who was on the head-quarter Staff of the French army in Tonkin, has left Hanoi for the front, the Government of Indo-China having appointed him *ad hoc* with the Russian force. This officer is a son of that famous soldier, General Charzy, who, in the winter of 1873, with the improvised army of the Loire, offered such serious resistance to the German Armies, retreating Orleans and very nearly succeeded in relieving Paris.

WE regret to report the death, which took place last night, of the Civil Hospital, of T. H. Gidley, Inspector of Police, who had been ill for some time. The funeral takes place at Hap Y Valley tomorrow afternoon, at 3.30. Inspector Gidley had been in the service for fifteen years, having come out to the Colony in 1889. He was a very popular officer, and the greatest regret is felt throughout the force at his untimely demise, the deceased being only thirty-four years of age at the time of his death. He leaves a widow with whom much sympathy is felt.

"BEHAVING in a noisy and disorderly manner in the charge-room and compound of the Central Police Station," was the latest, and fourth, charge against Mrs. Kennedy who created a disturbance in Zetland House, the other evening. Not content with being fined \$10, with the alternative of seven days' gaol, and bound over in the sum of \$100 to be of good behaviour for six months, it appears she had trouble with a rickety cooler, with the result that she was taken to the Central Station, where her conduct was such as to warrant a charge being preferred against her. When her case was called this morning, before Mr. Gompertz, application was made for a remand in order to allow of the lady's husband securing legal assistance. This she was unable to do, and returning to the Court, Mr. Gompertz asked her what she had to say, pointing out that she had now been charged four times and in each instance her bond or had her bail estreated. She said she was excited, and that her property had been seized for a debt. The magistrate said that she had had every possible chance, and she must pay a fine of \$25 or go to gaol for one month, and also be held liable for the bond she had broken, in her own recognizance, otherwise there must be another month's imprisonment. It appeared, he added, that defendant was either not responsible for her actions, or, at least, needed some restraint.

ANNIVERSARY OF PORTUGUESE
CONSTITUTION.

To-day being the anniversary of the establishment of the Portuguese Constitution, various ships in harbour were dressed and a salute fired at noon in commemoration of the event. This is the first occasion, we believe, on which the day was celebrated in Hongkong by vessels of H.M.'s fleet in port, owing to the presence of the Portuguese battleship *Vasco de Gama* and the cruiser *Adamastor*, due regard no doubt being given to the amicable relations subsisting between the Governments of Great Britain and that of Portugal.

ACCIDENT ON THE
"MADELINE RICKMERS."

THREE ENGINEERS NEARLY ASPHYXIATED.

A mishap occurred on board the steamer *Madeline Rickmers* on Sunday, which would probably have been attended with much more serious results than was actually the case, had not medical aid been at hand says the *Hankow Times* of 19th inst. The steamer was taking on rice from the Borneo Company's mill, and, about noon, it was observed that the work suddenly ceased. Then urgent signals were made for medical assistance. Fortunately Dr. H. Campbell Hight happened to be at the house of Mr. A. E. Stiven and he, with Mr. Stiven, proceeded immediately on board, and found, lying on the deck, the three European Engineers of the ship, all unconscious. It was immediately obvious that they were suffering from the effects of asphyxiation, a strong smell of coal gas, which pervaded the vessel, indicating the cause. Two of the men were in a bad state and the condition of the third was distinctly critical. Artificial respiration was resorted to, and eventually they were all brought round. When they were sufficiently recovered, inquiries as to the cause of the accident revealed the fact that when the engineers became aware of the smell of gas in the ship, they suspected something wrong in the bunkers, and went down to investigate, with the result that they were overcome by the fumes, and their condition was only discovered in time for them to be hastily dragged on deck, when signals of distress were hoisted. All three of the engineers were sufficiently recovered to resume their duties yesterday. Further, and more cautious, investigation showed that some of the coal in the bunkers had heated (to the point of spontaneous combustion, and this was principally remedied by a well-directed stream of water. The *Madeline Rickmers* was to have sailed on Sunday, but this accident delayed her until yesterday.

H.M.S. "ANDROMEDA"

ARRIVES AT HONGKONG.

Shortly before 10 a.m. to-day the large British cruiser *Andromeda*, Commander R. Nelson, which has come out to the China station to relieve H.M.S. *Blenheim*, steamed into the harbour, and having saluted the port took up her moorings in the Admiralty anchorage. The date of her departure from home was fixed for the 25th ult, but owing to a slight mishap to the machinery she was detained at Portsmouth a couple of days, and on the Sunday slipped down the Solent with 703 hands aboard. This was 103 above her usual complement of 600, and is accounted for by the fact that she was bringing out reliefs for some of the gunboats on the China station. It is reported that in the Suez Canal she was delayed, in the latter part, twenty-four hours by the grounding of the s.s. *Dronnelly*, the vessel from Kutchuck. While riding at anchor there, a very strong gale came on, and this was followed by a most violent sand storm, the *Andromeda* herself being grounded. She was got off, however, with little difficulty and then had another slight mishap when starting. When nearing Colombo she passed the U.S. cruiser *Kentucky*. When the English boat left England it was understood that the *Kentucky* was to intercept two American cruisers on their way to Manila, and round the Cape.

The *Andromeda* is a formidable looking vessel, with four funnels and two masts, the latter having fighting tops. Her defensive and offensive armament are of the highest class, and she will no doubt be an acquisition to the China Squadron. She is a first-class cruiser of 11,000 tons displacement, and, in dimensions, she is 435 feet long, 60 broad, and 25½ deep. She was built at Pembroke in 1897 at a cost of £601,356, and her armament consists of 16 six-inch guns, 12 twelve-pounders, 4 three-pounders, and 8 Maxims. In addition to her formidable appearance, she is one of the most up-to-date vessels in the Navy, and is one of the best of her class. She is fitted with electric fans all over and has Belleville tubes. Her present trip from Portsmouth was done as economically as possible, steaming some twelve knots an hour but, in full steam, her daily consumption of coal is about 220 tons. She has a coal capacity for 2,080 tons. The peculiarity of the engines is that they require very little water and enormous fires. But, despite this heavy expenditure of coal, it is thought that in the case of vessels like the *Andromeda*, which are chiefly meant to protect commerce, that outlay is money well spent, for the *Andromeda* is able to proceed practically at a moment's notice. In twenty minutes she can generate enough steam to carry her, whatever the circumstances of wind and sea, at the rate of, say, 8 knots an hour, and in two hours can go at full steam. Under these circumstances, the British Navy consider it advisable to have the various *Andromedas* on the list of vessels to ship out at a moment's notice to guard commerce. Large as her cost is, the cruiser is only the fourth in this respect in the British Navy. The *Powerful*, the costliest, built two years before the *Andromeda*, in 1895, came to £711,870, and the *Terrible*, built in 1898 was almost as costly, viz. £740,584. She third vessel is the *Spartan*, built also in 1898, at a cost of £683,188. Many an armoured ship cost less, though a million sterling is a frequent figure for them. The costliest armoured ship, however, is the new ship, *King Edward VII*, which cost a fortune—£1,426,366. The other two new armoured ships, the *Commonwealth* and *Dunedin* on run her very close, costing £1,305,744 respectively.

HONGKONG FIRE BRIGADE.

COMPETITIONS.

Members of the Fire Brigade turned out in full force this afternoon on a piece of vacant ground immediately behind the Kowshing Theatre, where a number of interesting competitions were decided in the presence of H. E. the Officer Administering the Government, Mrs. May and several members of the Legislative Council. The Government House party, who arrived on the ground shortly after half-past two, viewed the proceedings from the first floor verandah of No. 270, Des Vaux Road. Superintendent F. J. Budeley was in charge of the brigade, while all the other officials were also present. The competitions included the following: (1), despatch box reel; (2), fix hydrants, erect ladder and run one length of hose up same; (3), Chinese team competition with small escape ladder and hydrant hose reel; (4), European team competition with bamboo ladder and hydrant hose reel; (5), combined wet drill with two escape ladders, two bamboo ladders (European firemen), three engines, hoses and reels (Chinese firemen). In our issue to-morrow we hope to be able to give the result of the competitions.

QUARANTINE.

Mr. Havre Droze, Consul-General for the Netherlands, kindly informs us that "the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board."

DISASTROUS FIRE IN KOWLOON.

ANOTHER GODOWN DESTROYED.

A TORNADO OF FLAME.

Belated passengers on the last Star Ferry boat to Kowloon, shortly after midnight, were considerably startled as the boat was nearing the northern side of the harbour, by the sudden and frantic clatter of the tocsin, clanging its appeal for assistance from the bell that hangs in the look-out tower surmounting the central warehouse of the Hongkong and Kowloon Wharf and Godown Co. Across the mountain waters of the harbour the metallic clamour of appeal echoed and 'vibrated through the still night, and, from wavelet to wavelet, carried he alarm to the watches on the wharves and to listeners in Victoria. Soon an answering boom of bronze comes from the bell in the clock-tower of the city, telling that the call has been heard and understood, warning the fire fighters there is work for them to do. Signals flash from the *Keweenaw*, the *Tamar* and the *Rambler*, bringing word that help is coming, that assistance is at hand.

A VEIL OF DENSE BLACK SMOKE.

Stepping from the ferry to the wharf, then on into the road, one is surprised at seeing no signs of a conflagration, and, for a few seconds, there is a suspicion of a false alarm. Were it not for the continued, frantic appeal from the bell, the din of the police whistles, the scurrying figures dimly perceived on the corner of the praya and Elgin Road, there appeared no evidence of a fire. Another minute though and this was not wanting, for going on towards Godown No. 9, from an open door in that building, comes a sinister glare, and, on approaching it is seen that the interior of the warehouse is a mass of flames, which slide and twist along the floor, lap around piled bales, writhe and lick the sticks of cases, first blackening then engulfing each successive object in the greedy maw of the fire. The steam engine of the Company is being rapidly placed for action, Europeans urge on the coolies to lay out the hose, which is being quickly unrolled in sinuous windings over the asphalt. With a clatter and a rush, a manual from the Torpedo Depot comes upon the scene, and Sergeant Lovett and his Sikh watchmen from the Naval Yard police work with a will to be first in the fray. Suddenly a window on the corner falls in, and a column of black reeking smoke is driven out. The breeze catches it, spreads it like a veil, and the scene is wiped out, all plunged in a thick and choking darkness. The moonlit harbour, the lights of the warships, of Victoria, at the Peak, the whole vista is shut away behind the thick, dark curtain. Even the ships at the wharves, but a few yards away, are now invisible. The hurrying strikers, working in the gloom, seem like the fantastic figures of some dream picture. Even sound is deadened, and the shouted, frantic orders come as from afar; the choking coughs of the frenzied toilers sound like the sigh of a dying man in another room. The darkness is so intense that work has to be stopped until bamboo flares are lighted, and the scarlet glare from these turns the workers into ruddy globes, round whom the reeking, acid vapour whisks and clings. A puff of breeze and the atmosphere clears a little. It is but a respite however. Again the thick, dark clouds rush out of the apertures in the building and plunge the surroundings into a blackness, punctuated here and there by the red, red glare of the moving torches. Through the gloom the flames in the burning building, seen through a shattered door and the smouldering shutters of the windows, seemed like the quenchless fire of some giant brazier. Inside the godown the consuming element held high revel, and out of it, through the blackness, came the sound of subdued roaring, like some mighty song of a fire god. The first alarm of the outbreak had been given at 12.15 a.m. and at 12.30 the pulsating throb of the Godown Company's steam fire-engine gave the opening note of defiance to the roaring conflagration. A hissing stream of water was now directed through a shattered door into the interior of the godown. The manual from the Torpedo Depot got to work a few minutes later, and, almost at the same time, the sailors from the same ran up with two other steam engines with Engineer Lieutenant Vincent and Mr. Kemp, warrant officer, in charge.

A BLAST OF FLAME.

As these reinforcements came up the whole roof of the vast building fell in with a terrific crash, a burst of fire shooting up thirty feet or more into the sky. Driven by a breeze from the N.E. the flames shot out from the windows on the praya like a mighty blast from a titan c blow-pipe. A streak of fire rushed ten feet on to the road, roaring over the concrete surface of pavement, which in a few seconds was red hot. The young trees planted along the side-wharf withered and blackened, twisting and dying like live things in awful agony. The sight was now magnificent. Up from the building shot a mass of flames, whirling, interlacing. Dense clouds of thick smoke, with edges red tinted by the blaze, sped over the waters of the harbour or enveloped the ships moored at the wharf in a pall. It was a mighty glare, and the brightness it produced was blinding to such as had been surviving in the blackness that had preceded it. Millions of sparks, thrown out from the furnace, whirled, eddied and were scattered broadcast by the wind. Grave fears arose for the wharves and the matchless of the Ferry pier, and the steamer *Aragonia*, on whose deck the golden, burning rain fell in brilliant showers, slipped her moorings, glided away and anchored in the harbour. The sailors with a shout, rushed their two engines over the hot road in front of the godown, and as they passed at the turn, the steamers creaking, protesting at this bumping rush, the long flames-lapped-out of the windows as it striving to consume these new enemies. The two engines were quickly established close to the Star Ferry Wharf, and soon sent their hissing streams on to the flaming mass. An armed detachment of the 1st Mahrattas and the men from the same regiment had arrived in

the meanwhile, so that order was as red as another hose brought into play. There could now be no doubt that No. 9 Godown and its contents were doomed, and efforts were consequently made to assure the security of the neighbouring warehouses. At 12.45 the floating fire engine and the remainder of the Brigade, under the orders of Mr. Hallifax, Deputy Superintendent of the Police, arrived upon the scene and rapidly took their place in the ranks of the fighters. Everybody worked with a will, and no praise is too great for the employees of the Godown Co., the sailors, the troops and the Brigade. The heat in the burning godown must have been terrific for the iron bars in the windows went blood red, then twisted and crumpled, falling inwardly into the brazier. At 12.50 a picket of marines in charge of a lieutenant, and a manual with its crew, came on shore from the *Rambler*, these being followed closely by other manuals from the battleship *Vengeance* and receiving ship *Tamar* with detachments of men. Several naval and military officers turned out, and rendered valuable assistance, amongst them being the Hon. C. Leslie Stuart C.M.G., Captain, and Commander Gaunt, of the *Vengeance*. As is usual on these occasions the "handy man" was to the fore, and from the wit and good humour displayed he seemed to take the arduous task as a pleasant outing.

THE FALL OF THE FLAME.

Nine engines in all were now at work upon the godown, and the steady stream of liquid that now inundated the whole interior began to tell, and which, if it could not save the contents, prevented the flames from reaching the adjoining constructions. When all danger of the conflagration spreading was over, some good and rapid work was done at shoring up the tottering walls of the warehouse. At 1.45 a.m. the fire was completely under control, the flames having subsided; though the interior of the building was a confused mass of incandescent debris, upon which the ceaseless streams of liquid from the engines fell with a sizzling hiss. As the need for their presence ceased, the engines with their crews were withdrawn, so that the latter might enjoy a few hours of a repose right justly gained. At daybreak only the floating engine and the Godown Company's steamer remained, still showering water on the smoking mass of ruins. In the early hours a portion of the wall at the rear of the building fell outward, the wooden shores proving too weak to support the great weight, and some damage was done to a corrugated iron godown, containing cotton in bales, that is a few feet away. The goods stored in No. 9 Godown consisted mainly of cocoa-nut oil and arrack.

THE CAUSE OF THE FIRE.

We are informed that the fire broke out about midnight and was caused by fumes from some arrack (a rice spirit from Java) becoming ignited by a gas lamp. Men were working in the godown at the time of the first ignition, when the atmosphere surrounding the arrack suddenly burst into blue flames. Arrack was in course of being landed from lighters ex s.s. *Tijlajap* and some of the cases leaked on to the Godown floor thus causing the fumes. The importation of arrack is of comparatively recent date, and there seems little doubt that it also caused the fire on the 10th.

LOSSES INCURRED.

It is difficult at this stage to form a reliable estimate of the damage incurred, though it is likely that it will amount to close upon \$100,000. Godown No. 9 was insured for \$24,000, the risk being divided equally between the Hongkong Fire and China Fire. The building will most probably be a total loss. The contents were, of course, wholly consumed.

KWANGSI NEWS.

On account of the plunder and pillage on the Li Lu village in Hsuan Kwa Hsien by the lately disbanded regiment known as the Kwei regiment under General Chang, two of the commanders of that regiment have been ordered by Viceroy Tsen Chun Hsuan to be court-martialled and shot. On hearing of this order one of the commanders at once committed suicide, while the other escaped somewhere. Soldiers were then sent after him with a view of bringing him to justice, and it was not until the 21st of the 2nd moon that he was captured. He was sent escorted and bound, in chains, to Yui Taotai's yamen, and, after trial, he was promptly beheaded.

In Shanghai Laibing, and the surrounding regions, the troops encountered some rebels, and, after some hard fighting, the latter ultimately surrendered to superior force. The surrender was accepted, and the troops retired to their post in triumph. The notorious rebel chief Shen has escaped from Ynchow to Linchow, and there with a few hundred followers they devoted themselves to the devilish work of plunder. Recently, some of them in the disguise of merchants went down to Kwei Hsien to buy cartridges and gunpowder, their having been exhausted, but they were not successful in this attempt, for they were detected.—*Tung Wen Hu Pao*.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 2nd prox.
French (*Ernest Simons*) 2nd prox.
Indian (*Minisang*) 4th prox.
Canadian (*Empress of Japan*) 5th prox.
Indian (*Suivang*) 10th prox.
American (*Korea*) 13th prox.
German (*Oldenburg*) 14th prox.

The P. & O. S. S. N. Co.'s s.s. *Pera* left Singapore for this port on 28th inst., at 11 a.m. The N. G. T. S. S. Co.'s s.s. *Richa* left Singapore for this port to-day, and may be expected here on 4th prox. The Imperial German Mail s.s. *Oldenburg* left Colombo on Thursday, 27th inst., and may be expected here on 6th prox. The Imperial German Mail s.s. *Prinzess* which left here on 30th ult., at noon, arrived at Genoa on 27th inst., at 6 a.m. The *Empress of Japan* arrived at Yokohama at 4 a.m. on 28th inst., and left again at 4 p.m. for this port. The *Richa* where she is due to arrive at 5 p.m. on 4th prox.

TELEGRAMS

(Reuter's.)

Political Outrage in Spain.

LONDON, 27th April.

A band of forty anti-clericalists armed with revolvers opened a fusillade on the Spanish Premier leaving Alicante station in a train. The gendarmes escorting the Premier retreated the fire, wounding two. The Premier's carriage was struck in ten places, but the occupants were uninjured.

Result of the Two Thousand Guineas.

1. Stamat.
2. John O'Gaunt.
3. Henry I.

The Russian Baltic Fleet.

The Russian Admiralty proposes to dispatch the Baltic fleet by Suez and covers by the Cape, appointing a rendezvous in the Indian Ocean.

Wireless Telegraphy in War Time.

It is understood that Russia's contention regarding wireless telegraphy meets with a good deal of support from naval and military men of the maritime powers.

THE WAR.

THE RECENT ATTACK ON PORT ARTHUR.

COMMANDER-IN-CHIEF'S REPORT.

"NISHIN" AND "KASUGA" IN ACTION.

On the 16th instant, the Navy Department received the following dispatch from Admiral Togo, in command of the fleet, reporting the seventh and eighth attacks on Port Arthur:

"The first and fifth destroyer flotillas and the fourth torpedo flotilla, with the *torimura* (a steamer specially constructed for mine laying) proceeded to Port Arthur on the night of the 12th instant, and, venturing within range of the enemy's searchlight, steamed to the entrance of the port, and quickly laid automatic mines as planned. The second destroyer flotilla, on special service, overtook a (Russian) two-funnelled destroyer at dawn on the 13th, while cruising to the south-east of Sosei promontory, outside the port. The flotilla immediately steamed across the course of the destroyer, and attacked and sunk it after about ten minutes' fighting. At the same time another destroyer was observed coming from the direction of Liaot-shan, and the flotilla veered round with the object of offering battle. The enemy, however, was too far off, and was allowed to enter the port. At this engagement the damage received by the flotilla was slight, two men of the *Kodzuki* being wounded. The flotilla reports that there was no time to rescue those of the enemy thrown into the water, as the cruiser *Bayan* was approaching.

"The third flying squadron arrived outside the port at 8 a.m., and observed the position of the enemy, at the same time covering the second destroyer flotilla. At 9 a.m. the *Bayan*, approaching, opened fire, which our squadron returned, compelling the *Bayan* to retreat. Soon afterwards, the *Novik*, *Askani*, *Diana*, *Petrovsk*, *Pobeda*, and *Poltava* joined the *Bayan* and advanced in fighting line. The third squadron attacking, drew them in a southerly direction. At this time, the first squadron, which had been concealed some thirty knots away by the mist, receiving wireless telegraph signal from the second squadron, advanced, and the enemy, observing this rear attack, began to retreat. Expecting this, the squadrons closed in and pressed the enemy at the entrance to the harbour. During the retreat, the vessel of the enemy in the van, the *Petrovsk*, fouled one of the mines laid the previous night, and was blown up. This was at 10.32 a.m.

"The remainder of the enemy, observing this terrible scene, appeared to become panic-stricken. We have a suspicion that another of the enemy's cruisers was so badly damaged as to be unseaworthy, though the vessel could not be distinguished. The enemy continued to reply to our fire, but gradually entered the port, and by a little after noon the vessels had completely disappeared.

"At 1 p.m. our squadron left the neighbourhood of Port Arthur, for a destination at sea agreed upon. At 4 p.m. on the 15th the squadron commenced to return to the attack. The second, fourth, and fifth destroyer flotillas, and the ninth torpedo flotilla approached the port on the 15th at 3 a.m. and accomplished the work allotted to them. The third squadron also approached and again reconnoitred the enemy's position, but no trace of the enemy's ships could be seen. The first squadron neared the port at 9 a.m. This squadron observed three of the enemy's mines floating on the water, and these were exploded one by one by being fired upon. At 10 a.m. I dispatched the *Kasuga* and *Nishin* to the west of Liaot-shan, whence they fired shells into the interior of Port Arthur for about two hours. At intervals the forts and warships of the enemy responded, but no damage was done. In this action the *Kasuga* and *Nishin* discharged their first shots against the enemy. It is probable this bombardment did some damage to the port and town—at any rate it silenced the new forts to the west of Liaot-shan. At 1.30 p.m. the squadron ceased firing and returned.

"The fact that the combined squadrons could have bombarded the port with more or less effect, and without even the loss of a man, is due to the glorious and benevolent influence of his Majesty the Emperor as Generalissimo, and although the officers and men under the command of his Majesty the Emperor are brave and daring, and loyal, they could not have accomplished their work, amid so many dangers, regardless of day and night, the peril of the ocean and the menace of the enemy's shot mines—they could not have accomplished what they have, up to the present date, with so

little damage, but for the heavenly help extended to them."

THE JAPANESE FLEET ON THE 13TH.

The *Shanghai Mercury* prints the following items:

A despatch dated Tokyo, 17th inst., to the Japanese News Agency, Tientsin, gives the following information concerning the attack on Port Arthur on the 13th inst.:

The Japanese Fleet which took part in the attack on Port Arthur from the 11th to the 16th inst., numbered 32 vessels, viz., 6 first class battleships, 2 ironclad cruisers, 4 cruisers, 12 torpedo-boat destroyers and 8 torpedo-boats.

It is stated in Japanese official circles that most of the credit for the action at Port Arthur lays with Captains Tanaka and Adachi, who laid the mines upon which the enemy's ships struck.

A SPECTATOR'S CURIOUS STORY.

An Italian who was a spectator of a part of the attack on the Russian fleet at Port Arthur has arrived here. He states that the movements both of the Russian and Japanese ships were to all appearance remarkably quiet and steady. He had no idea that any extraordinary effort was being made on either side, or that anything sensational was happening, and it was not till he reached Chelob and heard the news of Admiral Makarov's death and the sinking of the *Petrovsk* that he knew the significance of what he had seen.

He did not see the *Petrovsk* go down and did not know of it, though he knew the Russians had sustained a reverse. What chiefly impressed him was the calm manner in which the Japanese ships moved up to their stations, fired a few shots and retired again, as though practising at a target. He does not think the Japanese themselves knew how much injury they had done.

RUSSIAN SAFEGUARDING PAN YANG.

(From the *Sin Wan Pao*.)

In a letter from Fengtien it is stated that there are over 1,000 Russian troops at the railway station in Pan Yang, and about 4,000 with odd guns inside the city, and that recently this Russian force has been reinforced. At the railway station in the West Gate there are barely 200.0 bags of rice in store, and in Sin Sheng Tze over 10,000 bags of rice and flour.

RUSSIAN TROOPS AT YINKOW AND LIAO YANG.

From a Chinchow letter it is stated that, according to the report of one who has arrived from Harbin, there are merely 1,000 Russian troops there, a very insignificant number, and that the merchants are keeping quiet. The trains, crowded with Russian troops despatched to Newchwang and Liao Yang, leave over twenty times a day and night.

NEWCHWANG NEWS.

The native bad characters and mounted bandits in the vicinity of Yinkow, Newchwang, are watching for an opportunity, at the forthcoming engagement between the Japanese and the Russians, to carry out their gigantic scheme for plunder. In view of the situation the British and American merchants have formed themselves into a volunteer corps for the protection of lives and property.

Two British merchants in Tien Tsong Tai, Hsui, have been arrested by the Russians. There is a small body of Russian defence guards stationed at different points—3,000 at New Chia Tun, over 2,000 at Eu Shan and Kao Ku, 8,000 at Ta Shi Chio, and 200 at the Liao Ho forts. Mines have been laid at the entrance of Liao Ho, leaving only a narrow passage for steamers.

The Russian reinforcements from Europe are concentrating at Ta Shi Chio; the different cities along the North of Harbin are not strictly guarded. Russian troops have been despatched from Feng Huang Cheng for the purpose of constructing forts at Eu Shan.

Many Russian troops are stationed at Ta Shi Chio; details not yet to hand. The twenty newspaper correspondents at Yinkow are unable to gather any reliable information.

Although mines are laid at the Liao Ho, it offers no obstruction to the waterway. Since the arrival of General Kuropatkin at Liao Yang, Russian military discipline has not been improved. Some time ago the General inspected his men and the forts here, and has decided upon his military engagements. The former are suffering considerably, inasmuch as the prospect of their fields has been ruined, and their properties have been looted by the Russian troops.

On the 13th inst. the late Russian Minister to Korea left Tientsin for Newchwang. From this it can therefore be deduced that the recent rumour that he has been appointed to be the civil administrator of Fengtien is untrue; nevertheless it must be admitted that the Russian Government might have contemplated giving him this appointment. With what object he has come here it is unknown, for all his movements are kept very secret.

RUSSIAN INTERPRETER SHOT.

According to a letter from Fengtien, we learn that a Russian Interpreter, named Li, having won the good will of his Russian masters was on the 5th inst. sent down to Kun Tien on a spying mission, and upon his return, reason being unknown, he was shot to death by a Russian officer.

LATEST WIRES.

The following wire news is from the *N. C. D. News*:

Peking 23rd April.—Seventeen mechanical mines have been laid by the Russian in the Liao river, covering a distance of five miles between the forts and the mouth of the river. They are operated by electricity from the forts. Twenty-eight guns and two search-lights have been put up on the forts.

A foreign journalist who has arrived from Newchwang states that the Russian troops near Newchwang amount altogether to about three thousand. At Tashichiao, Liaoyang, and Fengtien (Moukden), there are thirty thousand men and sixty guns. The Russian troops over all Manchuria do not exceed 170,000 in number.

Tokio, 24th April.—According to Viceroy

Alexeieff's report dated the 22nd, there was another skirmish on the Yalu on the 21st inst., near Yungampho. Forty Russians who were on board three junks were sighted by the Japanese who immediately repulsed them.

Two Japanese were killed; three Russian privates were killed, an officer and eleven privates badly injured, and an officer and four privates slightly injured.

It is reported that the ice has thawed at Vladivostok, foreshadowing coming events. The Russian squadron is lurking in the harbour, tired of its recent quietude.

The Japanese are looking forward to a substantial success on land.

THE CAPTURED VESSELS AT SANHO.

HONGKONG CLAIMANTS.

In response to the notice issued by the Prize Court at Sanho, the various owners and persons interested in the vessels and cargoes of the steamers captured by the Japanese and detained there have presented their appeals for the release of the vessels and cargoes, &c. The following are among the petitions before the Prize Court:

Petition for release of 30 casks of rum.—Jardine, Matheson & Co.

Petition for release of eight boxes silk goods.—Mr. Ho & E. Chan, Hongkong.

Petition for release of 200 bags rice and box of clothing.—An-wai-tai, Hongkong.

Petition for release of 307 bags rice.—Yu-wai-tai, Hongkong.

ITEMS.

Following are extracts from Japanese papers with dates from Yokohama to the 18th and Nagasaki to the 20th inst.—The Russian gunboat *Stroutch* is reported to have left Newchwang on the 15th.—Admiral Ushakov is said to have officially reported that the Russian ironclad *Pobeda* was torpedoed amidsthips.—There appears to be much uncertainty as to when the reported collision between the *Pobeda* and *Sevastopol* in the entrance to the harbour at Port Arthur took place. It is now stated to have occurred "some days previously" to the last attack. It will have been noticed that the *Sevastopol* was not in the fleet that came out under Admiral Makarov on the 13th.

Peking, April 18.—The Russian authorities consider that all the bean cake to be had will be required to feed their horses and they have now treated bean cake as contraband of war. Mr. Uchida, Japanese Minister, had an interview with Prince Ching yesterday regarding this measure and urged the Prince not to recognise the action taken by the Russian authorities, as bean cake is only used in Japan as a manure. Moreover, the Prince was reminded, considerable damage must ensue to commerce if bean cake is treated as a contraband of war. The Prince promised that the matter should be looked into by Sir Robert Hart.—*Mainichi*.

COMMERCIAL KOREA IN 1904.

Washington, 19th March.

"Commercial Korea in 1904" is the title of a monograph just issued by the department of commerce and labour through its bureau of statistics. It discusses commercial and other conditions in Korea, showing area, population, transportation facilities, railways, telegraphs, postal service and foreign commerce, including imports and the countries from which they are drawn, and exports and the countries to which they are sent. The population of Korea the monograph in question puts at about 15,000,000 in round numbers, the area at about equal to that of the state of Kansas, and the foreign commerce at about \$12,000,000, of which imports form about \$7,000,000.

A part of the Chinese empire prior to the Christian era, Korea remained under the control of that country until about the end of sixteenth century, when the Japanese sent a large invading army into Korea for the purpose of driving out the Chinese and taking possession. The Japanese rule, however, was comparatively brief, and in 1627 the people of Manchuria placed the country under vassalage, and until 1894 Korea recognized the control of China by sending tribute-bearing missions annually to Peking.

In 1894 an insurrection led the country to ask aid from China, and Chinese troops were sent. This action, being looked upon by the Japanese as a step toward complete control of Korea by China, precipitated a war between China and Japan in 1894, which resulted favourably to Japan and was followed by a renunciation of Chinese sovereignty by the Korean king, the substitution of Japanese for Chinese influence, and the introduction of many important reforms under Japanese advisers. These reforms included adjustment of taxation, abolition of slavery, establishment of educational institutions, introduction of a postal system, membership in the International Postal Union, and a reform of the judiciary.

Commercially the development of Korea begins with 1876, when two ports, Geasun and Fusan, were, upon the insistence of Japan, opened to trade with that country only. In 1882 Admiral Shufeldt, of the United States, visited Korea and secured a treaty of friendship between the United States and Korea by which American vessels were given access to its treaty ports and the safety of American vessels and citizens assured. This was followed by treaties with Germany and Great Britain in 1883, Russia and Italy in 1884, France in 1886, Austria in 1892, and China in 1897.

The formation of the treaty between Korea and the United States in 1882 was immediately followed by a visit from a Korean embassy to Washington, sent to exchange ratifications of the treaty. From this time forward Korea was opened to foreign trade and Western civilization, and the Korean Government established its legations in the United States and other great commercial nations. With the opening of the treaty ports and the establishment of commerce with the world, Korea's imports and exports began. This shows imports in 1884 amounting

to about \$800,000 and exports amounting to \$475,000. By 1890 imports had grown to \$1,850,000 and exports to \$1,975,000. In 1894 imports and exports fell considerably below those of 1890, but in 1897 again increased, being for that year of imports about \$5,000,000 and exports about \$4,500,000.

In 1902 the imports at the treaty port amounted to about \$7,000,000 and the exports of merchandise to about \$1,200,000. In addition to this, exports of gold amounted to over \$2,000,000, while the imports and exports at other than treaty ports are estimated as being sufficient to bring the total commerce of 1902 up to fully \$15,000,000, exclusive of gold exports, which, as above indicated, amounted to about \$2,000,000.

The most important articles in the export trade are rice, which shows an annual exportation of more than \$1,000,000; beans, \$300,000; ginseng, nearly \$500,000, and hides, but \$100,000 in value in the latest available year. Of the importations, cotton goods form the largest item, from \$3,000,000 to \$3,500,000 per annum; silk piece goods imported from Japan and China amounted to \$600,000 per annum; kerosene oil, about 1,300,000; railway materials, about \$250,000; mining supplies, about \$200,000, and bags and ropes for packing, \$150,000.

Of the cotton goods imported in 1902, British shirting formed the largest single item, amounting to \$800,000; British and American sheetings, \$450,000; Japanese sheetings \$350,000; Japanese piece goods and Japanese yarn for use in manufacturing cotton cloths, \$800,000. Korea, like China, is now drawing considerable quantities of cotton yarn from Japan, and considerable supplies of cotton manufactures. Great progress is being made by Japan in the manufacture of cotton, and in addition to supplying cotton cloths to China and Korea in large quantities, it is now supplying the cotton yarn which are used in household manufacture as well as in certain of the cotton mills which exist, and are proving quite successful.

The foreign commerce is carried on through the treaty port of Chemulpo, Fusan, Wonsan, Chinampo, Mokpo, Kusan, Musampo and Songjin. Chemulpo which is located on the western coast of Korea, about midway from its southernmost point to the northern boundary, is by far the largest commerce. Its imports in 1902 were reported at \$1,750,000, out of a total of \$1,920,000. The exports of Chemulpo, however, are very much less than those of other ports, being \$450,000 in 1902 out of a total of \$1,830,000. Its pre-eminence over the other treaty ports as a point of importation is due largely to the fact that it is of itself a considerable city, with a comparatively large foreign population, and is in direct railway communication with the capital of Korea, Seoul, which is only thirty-five miles distant.

The total value of the imports and exports of Korea from 1884 to 1902 is as follows:

Year	Imports	Exports
1884	\$ 8,000	\$ 475,000
1885	14,500	455,000
1886	23,300	520,000
1887	7,700	935,000
1888	2,800	685,000
1889	3,015,000	975,000
1890	3,810,000	2,075,000
1891	4,380,000	2,805,000
1892	3,445,000	1,830,000
1893	2,185,000	1,580,000
1894	2,920,000	1,725,000
1895	4,375,000	1,980,000
1896	3,540,000	2,300,000
1897	5,085,000	4,530,000
1898	5,970,000	2,880,000
1899	5,153,000	2,498,000
1900	5,506,000	4,715,000
1901	7,500,000	4,319,000
1902	6,910,000	4,230,000

The principal imports in 1902, stated in United States currency, are as follows: Shitings, gray and white, \$860,000; silk piece goods, \$260,000; cotton yarn, \$490,000; American kerosene, \$385,000; Japanese sheetings, \$360,000; Japanese piece goods, cotton, \$325,000; British and American sheetings, \$285,000; grass cloth, \$285,000; railway plant and material, \$230,000; bags and ropes for packing, \$150,000; mining supplies, \$230,000; clothing and haberdashery, \$100,000; provisions, \$95,000; matches, \$90,000; sake samshu, \$75,000; sugar \$74,000; machinery, \$70,000; cotton wadding, \$6,000.—*Seattle Post-Intelligencer*.

In 1894 an insurrection led the country to ask aid from China, and Chinese troops were sent. This action, being looked upon by the Japanese as a step toward complete control of Korea by China, precipitated a war between China and Japan in 1894, which resulted favourably to Japan and was followed by a renunciation of Chinese sovereignty by the Korean king, the substitution of Japanese for Chinese influence, and the introduction of many important reforms under Japanese advisers. These reforms included adjustment of taxation, abolition of slavery, establishment of educational institutions, introduction of a postal system, membership in the International Postal Union, and a reform of the judiciary.

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Shipping—Steamers.

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AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 1st May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 31st May.
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 7th June.
LONDON & ANTWERP	"AGAMEMNON"	On 14th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.
S.S. "AGAMEMNON" left Victoria, B.C., on 22nd April, for Japan and Hongkong.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"ICHANG"	30th April.
SHANGHAI	"TAIWAN"	2nd May.
SWATOW and TIENTSIN	"CHILLY"	7th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th "
YOKOHAMA and KOBE	"CHANGSHA"	11th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th April, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 30th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 23rd April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail
"NICOMEDIA"	4371	A. Wagner	
"ARABIA"	4483	"	
"AROGONIA"	4508	"	
"NUMANTIA"	4370	"	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days, at 8.30 P.M. and Sundays about 7.30 P.M. FARE:—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5. 2nd Class, \$4; 3rd Class, \$3. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers. WHARF.—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao. MING ON & CO., 2nd Floor, No. 16, Victoria Street. Hongkong, 15th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship "YING KING," Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey. 2nd ".....1.50 " " Meals.....1.00 each. The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street, WENDT & CO., Canton Agents. Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision. First Class European.....\$8.00 Second Class European.....3.00 First Class Chinese.....1.50 Second Class Chinese......80 Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to J. LANDOLT, Agent, THE PHARMACY, Queen's Road Central. Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN. "KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted). Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

The Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4 Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 17th February, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS, LAFFRAIK & Co., General Managers.

Hongkong, 29th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the above Ports, on or about MONDAY, the 2nd May.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 3rd proximo, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED Agents.

Hongkong, 28th April, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904.

"SHIMOSA".....10th May. "STESUMA".....31st May.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 28th April, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on THURSDAY, the 26th May.

HONGKONG AVERAGE MARKET PRICES.

Corrected 26th April, 100 cts. per 5 Mx.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Sausages—Ngau Yuk Chung	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—" Know" per set	8
" Tongue fresh—Ngau Li	45
" "combed—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	16
" Tail—Ngau Con	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-koek	45
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	7
" Brains—Chi Know" per set	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	13
" Kidneys—Chi Yiu	18
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	20
" Combed—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	55
" Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	17
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	23
Doves—Pan Kau	24
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	30
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
Hohow—Hohow Pak Kup	25
Quail—Um Chun	23
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	65
" Hen—" Na	51
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Apea	per pair \$1.25

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	10
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	16
Crabs—Hai	16
Cuttle Fish—Muk Yu	18
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	12
Eels, Congor—Hai Man Yu	22
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	16
Frogs—Tien Kai	35
Grouper—Sek Pan	10
Gudgeon—Pak Kup Yu	10
Herrings—Tao Pak	20
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	30
Mackerel—Chi Yu	18
Monk Fish—Mon Yu	34
Mullet—Chai Yu	22
Oysters—Sang Hoo	35
Parrotfish—Kai Kung Yu	14
Perch—Tau Loo	15
Pike—Fa Paw Poong	13
Plaice—Pan Yu	21
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	32
Prawns—Ming Ha	45
Ray—Pei Pa Sa	10
Rock Fish—Sek Kau Kung	20
Roach—Chun Yu	16
Salmon, (Choon), fresh water—Ma Yau Yu	28
Shark—Sa Yu	11
Skate—Po Yu	10
Shrimps—Ha	30
Snapper—Lap Yu	38
Soles—Tat Sa Yu	35
Tench—Wan Yu	15
Turbot—Cho How Yu	18
Turtles, small, fresh water—Kook Yu	65
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	60
" (Cheloo)—Tin Chun Ping	—
" Ko	—
" Small—Hoi Tong	—
Custard—Pan Lai Chai	—

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

Heung Chiu	4
" (brides), Macao—San Leung Chiu	3
Chestnuts, Chinese—Foong Lui	10
Carambola—Yeung Tou	10
Cocoanuts—Yeh Tsz	10
Grapes—Sin Tai Tsz	10
Lemons, China—Ning Moong	4
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
Moong	2
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Tsz	10
Oranges, (Canton)—Sang Sheng Tim	5
Chang	5
" Small—Tai Kut	10
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shui Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts,—Fa Sang	10
Perseimons Large,—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw-law	6
" 2nd cooking—Chung-tang	—
Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	5
Chi Chauk	—
Beans, (French) Macao—Oh Moon Pin	7
Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	—
Beet Root—Hung Choi Tau	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	2
Brassica—Pak Choi	5
Bamboo Shoots—Chook Shun	7
Cabbage, Chinese, com.—Kai Choy	3
Cabbage Root—Kai Lan Tau	2
Cabbage, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kau Shun	2
Cauliflower, Large size—Tai Yeh Choi	—
" Fa	—
Cauliflower, Medium size—Cheung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	5
Celery, Chinese Tong Kan Choy	8
Celery, English—Yeung Kan Choi	5
Celery, White—Pak Yeung Kan Choi	—
Chilies Dried—Con Lat Chiu	30
" Red—Yung Fa	70
" Green—Cheng Lat Chiu	60
Curry Stuff, English—Ka Lee Choi Liu	5
Cucumbers—Cheng Kwa	3
Ritter Squash—Fu Kwa	18
Garlic—Suen Tau	5
Ginger, young—Sun Tsz Keung	—
" old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan	—
Indian Corn—Suk Mai	—
Lettuce—Yeung Sang Choi	—
Water Chestnuts—Ma Tai	—
" Mandarin—Kwei Lum Ma Tai	7
Mushrooms Fresh—Sang Cho Kho	—
Onions, Bombay—Yeung Chung Tau	—
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	—
Japan—Yat Poon	—
Okros—Mo Ker	1
Parsley, English—Yeung Un Sai	—
Grass Pea	10
Green Peas—Cheng Tau	5
Peas, Sweet—Fan Shu	2
" Shanghai—Sheung Hoi Shu	—
Tsai	—
" Japan—Yat Poon Shu Tsai	4
" American—Fa Ki	—
" Footchow—Fuk Chau Shu Tsai	5
" Macao—Oh Moon	5
Pumpkin—Toong Kwa	2
Radish—Hung Lo Pak Tsai	—
Rhubarb	15
Shalots—Con Chung Tau	3
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	5
Tomatoes—Fan Ker	—
Taro—Wu Tau	3
Turnips, Pun-ti (Long)—Low Pak	3
" English—Yeung Low Pak	—
Vegetable Marrow—Chit Kwa	10
Waters Cresses—Sai Yeung Choi	—
Calatrop—Lan Kok	—
" Lily Roots—Lin Ngau	4
Yams—Tai Shu	—

N. A. JOHANSEN, Acting Inspector of Markets.

A WONDERFUL DISCOVERY.

Shipping.

Arrivals.
 Oceano, Br. s.s., 3,050, F. W. Davies, 28th April, London via Singapore 22nd April, Gen.—N. Y. K.
 Rosalee, Br. s.s., 2,812, D. M. Robertson, 28th April, Moji (Japan) 22nd April, Coals—D. & Co., Ltd.
 Aragonia, Ger. s.s., 3,531, Schuldt, 28th April, Hamburg and Singapore 22nd April, Gen.—H. A. L.
 Sobig, Nor. s.s., 2,635, Graland, 28th April, Barry and Singapore 23rd April, Coals—Master.
 Hailong, Br. s.s., 783, Gibson, 29th April, Swatow 28th April, Gen.—D. L. & Co.
 Cressy, Br. cruiser, 12,000, Tudor, 29th April, from Mrs. Day.
 Angus, Br. s.s., 2,320, J. B. Dakers, 29th April, Barry (England) 12th Mar., Coals—J. M. & Co.
 Loongsang, Br. s.s., 1,092, G. S. Weigall, 29th April, Manila 26th April, Gen.—J. M. & Co.
 Kwanglee, Ch. s.s., 1,474, Lincoln, 29th April, Shanghai 26th April, Gen.—C. M. S. N. Co.
 Pitsanulok, Ger. s.s., 1,294, C. Fuchs, 29th April, Bangkok 22nd April, Rice and Timber—B. & S.
 Wosung, Br. s.s., 1,172, Malkin, 29th April, Wuhu via Swatow 28th April, Ballast—J. M. & Co.
 Glenfalloch, Br. s.s., 1,478, R. Pentney, 29th April, Singapore 23rd April, Gen.—J. O. Tek Seng.
 E-Sang, Br. s.s., 1,127, W. F. Richard, 29th April, Canton 28th April, Gen.—J. M. & Co.
 Tartar, Br. s.s., 4,425, F. W. Evans, 29th April, Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.
 Themis, Nor. s.s., 1,209, Thammassan, 29th April, Kobe and Moji 23rd April, Coals and Gen.—Yee Woo & Co.
 Macquarie, Br. s.s., 2,073, St. John George, 29th April, Moji 24th April, Coals—M. & Co.
 Andromeda, Br. cruiser, Nelson Ommaney, 29th April, Portsmouth 11th Mar., and Singapore 24th April.
 Hongsang, Br. s.s., 1,356, S. Wilde, 29th April, Canton 28th April, Gen.—J. M. & Co.

Departures.

April 29.
 Denmark, for Singapore.
 Telemachus, for Singapore.
 Wongkok, for Bangkok.
 Rajaburi, for Bangkok.
 Elisebeth Rickmers, for Bangkok.
 Lord Ormonde, Pondicherry.
 Glenloch, for Singapore.
 Kishang, for Canton.
 Kishang, for Canton.
 Wuchang, for Canton.
 Madeleine Rickmers, for Bangkok.
 Sunghang, for Manila.
 Jacob Friederichsen, for Hoihow.
 E. F. Ferdinand, for Singapore.
 Alacrity, Br. dispatch-vessel, for Mrs. Bay.

Per Glenfalloch, from Singapore—463 Chinese.
 Per Kwanglee, from Shanghai—1 European, and 93 Chinese.
 Per Hailong, from Swatow—Messrs. Fesler, Carrel, and 50 Chinese.
 Per Loongsang, from Manila—Mr. and Mrs. Cairn and child, Messrs. C. Leishman, Fohy, C. Walton, 24 Chinese, and 14 Japanese.

Passengers departed.

Per Palawan, for London from Yokohama—Mr. H. M. Arnold Capt. Townsend, Messrs. C. Dahlgren, A. Barber, G. Larsen, E. Nyrooe, H. Ramussen, F. Jensen, R. Iremor, K. Petersen, A. Griskas, H. B. Forbes, O. Nordland, M. Said, A. Schomkoff, M. Jensen, W. Carsten, T. Benson, O. Belits, R. Suzuki, A. Andersen, F. Hebble, O. Sunstrom, W. Wusmann, F. Hunter, D. Cooper, D. J. Evans, M. R. Charlton and T. Porter. From Kobe—Mr. and Mrs. G. C. Murray, child and infant, Messrs. A. W. Allen, E. Hunter, and Miss Massey. From Shanghai—Mr. J. A. Thomson, Mrs. Thomson and child, Mrs. G. C. Darren and 2 children, Miss Watson, Mr. and Mrs. Thos. Mitchell, Dr. and Mrs. Judd, Mrs. Murray and child, Mrs. J. B. Fitzgibbon, infant and child, Rev. W. and Mrs. Deans and child, Masters W. and T. Smith, Misses Gracie Smith, Macfarlane, Mrs. J. W. Barber and infant, Messrs. T. H. Blowley, R. Hough, H. L. Harvey, F. L. Crompton, D. G. Cusamang, and Miss Cassidy. From Hongkong—Mr. and Mrs. MacNeil, 2 children and infant, Mrs. Dilling and 2 infants, Mr. J. Mitchell, Mrs. Moorhead, child and 2 children, Mr. and Mrs. Miss Dadds. For Brindisi—Mr. W. M. Von Postau.

Shipping Report.

Str. Hailong from Swatow—Fresh breeze, fine weather, moderate sea, sky overcast.
 Str. Kwanglee from Shanghai—Gentle to moderate NE, and NE, and E. winds, smooth sea.
 Str. Rosalee from Moji—Fog from 24th to 26th inst., S.W. wind 26th to 28th strong NE, wind, heavy rain.
 Str. Wosung from Wuhu—There to Swatow thick fog with occasional breaks, thence to port light breeze and cloudy.
 Str. Angus from Barry—Called at Singapore on 21st inst., had moderate and fine weather throughout the passage; no sickness.
 Str. Macquarie from Moji—Passed white conical buoy about 15 miles E. of Breaker Point, experienced fine weather with moderate sea.

Vessels in Port.

STRAMERS.
 Amara, Br. s.s., 1,565, C. J. Mattock, 19th April, Saigon 15th April, Rice, Flour and Cotton Seed—J. M. & Co.
 Borg, Nor. s.s., 738, Mathisen, 26th April, Bangkok 19th April, Rice—Ming Chuen.
 Borneo, Ger. s.s., 2,168, E. Musle, 25th April, Sandakan 21st April, Gen. and Timber—M. & Co.
 Catherine Apar, Br. s.s., 1,730, A. Stewart, 26th April, Calcutta 9th April, Penang 16th, and Singapore 20th, Gen.—D. S. & Co., Ltd.
 Chowia, Ger. s.s., 1,055, J. Kohler, 28th April, Bangkok 22nd April, Rice and Gen.—B. & S.
 Chwshan, Br. s.s., 1,281, J. D. Jenkins, 12th April, Saigon 8th April, Gen.—B. & Co.
 Cyrus, Br. s.s., 2,174, F. Simmons, 12th April, Japan 7th April, Rice—Samuel & Co.
 Crown of Arragon, Br. s.s., 1,474, Jno. J. Dorward, 25th April, Cardiff 9th Mar., Coals—Gilman & Co.
 Daphne, Nor. s.s., 2,200, H. N. Bjornness, 28th April, Penarth 11th Mar., Coals—Order.
 Ferdene, Br. s.s., 2,448, R. J. Fisher, 13th April, Rangoon 30th Mar., Rice—Order.
 Gaea, Nor. s.s., 625, H. Dahl, 27th April, Saigon 23rd April, Rice and Flour—Wing Seng.
 General Bagedano, Chilean Training ship, 1,050, Comdr. Luis Gomez, 23rd April, Singapore 13th April.
 Glenfalloch, Br. s.s., 2,204, E. Warner, R.N.R., 13th April, London via Singapore 27th Feb., Gen.—McG. B. & Gow.
 Heathdene, Br. s.s., 2,749, H. R. Kealey, 12th April, Moji 6th April, Coals—B. & Co.
 Hoihow, Fr. s.s., 1,601, Caste, 28th April, Haiphong and Hoihow 25th April, Gen.—A. B. M.
 Ichang, Br. s.s., 1,228, W. L. Jones, 24th April, Canton 23rd April, Gen.—B. & S.
 Indravelli, Br. s.s., 3,152, R. P. Craven, 22nd April, Portland, Or. 14th Mar., Flour and Gen.—P. & A. S. S. Co.
 Isle de Negros, Am. s.s., 200, Lartilgen, 7th April, Manila 3rd April, Ballast—B. & Co.
 Ismaila, Br. s.s., 3,381, A. E. Stebbing, 11th April, Rangoon via Singapore 29th Mar., Rice—J. M. & Co.
 Katanga, Br. s.s., 2,150, J. McBride, 24th April, Moji 18th April, Coals—B. & Co.
 Marie Jensen, Ger. s.s., 2,200, Bendixen, 7th April, Java Ports 29th Mar., Sugar—Tung Kee.
 M. Struve, Ger. s.s., 966, P. Brandt, 28th April, Tamsui 24th April, Amoy 26th, and Swatow 27th, Gen.—O. S. K.
 Oriol, Br. s.s., 2,175, G. Maddrell, 26th April, Moji 20th April, Coals—B. & Co.
 Ling Suey, Br. s.s., 6,457, E. Warrall, 27th April, Tacoma and Nagasaki 23rd April, Gen.—B. & S.
 Ruby, Br. s.s., 1,611, R. W. Almond, 25th April, Manila 23rd April, Gen.—S. T. & Co.
 Sudo Maru, Jap. s.s., 3,861, G. Anderson, 24th April, Singapore 19th April, Ballast—N. Y. K.
 Sandford, Br. s.s., 2,052, W. Stephens, 18th April, Kuchinotzu 13th April, Coals—B. & Co.
 Seward, Am. transport, 1,210, Croakey, 20th April, Manila 16th April.
 Siberia, Am. s.s., 5,655, J. T. Smith, 20th April, San Francisco 23rd Mar., and Shanghai 18th April, Mails and Gen.—P. M. S. S. Co.
 Simoon, Br. s.s., 3,727, R. E. Collins, 24th April, Barry Docks 12th Mar., Coals—D. & Co., Ltd.
 Teeser, Br. s.s., 3,428, A. M. Reit, R.N.R., 24th April, Yokohama and Moji 20th April, Coals—J. M. & Co.
 Tjilajap, Dut. s.s., 2,473, H. Koops, 27th April, Macassar 19th April, Gen.—Holtz & Jacob & Co.
 Tweeddale, Br. s.s., Miloe, 16th April, Moji 10th April, Ballast—G. L. & Co.

SAILING VESSELS.

Algoa Bay, Br. bq., 1,111, Title, 4th Mar., Hongkong 15th Feb., Coals—B. & S.
 Maria Lee, Ital. bq., 1,118, D. Urso, 9th April, Fremantle 7th Feb., Sandalwood—Order.

Steamers Expected.

Vessels	From	Agents	Due
Coptic	Shanghai	P. M. Co.	May 2
Ernest Simons	Saigon	M. M. Co.	May 3
Kanagawa	Singapore	N. Y. K.	May 3
Namsang	Singapore	J. M. & Co.	May 3
Pera	Singapore	P. & O. Co.	May 4
Tainan	Singapore	C. & Co.	May 4
Emp. of Japan	Vancouver	C. P. R. Co.	May 6
Indrapura	Portland	P. & A. Co.	May 6
Suisang	Calcutta	J. M. & Co.	May 10
Oldenburg	Aden	M. & Co.	May 13
Korea	San Francisco	P. M. Co.	May 13

Ships Passed The Canal.

Outward—9th April—Plantains, Titania, Ernest Simons, Verona, Ulysses, Segovia, 16th April, 13th April—Sando, Skuyhill, 16th April—Calith, Tenkai, Borneo, Indramaya, Courville, Silvertip, 20th April—Vindobona, Elaine, Hermdal, Stihonia, 23rd April, Australia, Nurnberg, Union, 26th April—Bamberg, Konigsberg, Border Knight.
 Homeward—9th April—Roon, 13th April—Socotra, 23rd April—Ajax, Glaucus, Preussen.
 Arrivals at Home—9th April—Palermo, 13th April—C. Ferd, Laeta, Keemun, 16th April—Radnorshire, 20th April—Oanfa, Mo-yune, 23rd April—Gisela, Sydney, 26th April—Macduff.

Hongkong & Whampoa Dock Returns.

H.I.C.M.S. Moewee... at Kowloon Dock.
 H.M.S. Monterey...
 Amara...
 Honan...
 Apenrade...
 Admaston...
 Seward...

Post Office.

A Mail will close for—
 Canton—Per Kinsan, 30th April, 7.30 A.M.
 Manila—Per Rubi, 30th April, 9 A.M.
 Tientsin—Per E-sang, 30th April, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 30th April, 11 A.M.
 Macao—Per Heungshan, 30th April, 1.15 P.M.
 Ningpo and Shanghai—Per Ichang, 30th April, 3 P.M.
 Swatow, Amoy and Tamsui—Per Hailong, 30th April, 3 P.M.
 Canton—Per Kwanglee, 30th April, 4 P.M.
 Yokohama and Kobe—Per Aragonia, 30th April, 5 P.M.
 Shanghai—Per Hongsang, 30th April, 5 P.M.
 Namiao—Per Taichun, 30th April, 5 P.M.
 Sanhuo—Per Hoi Fu, 30th April, 5 P.M.
 Macao—Per Wingchei, 30th April, 5 P.M.
 Canton—Per Fatsan, 1st May, 9 A.M.
 Swatow, Amoy and Tamsui—Per M. Struve, 1st May, 9 A.M.
 Shanghai—Per Taiwan, 2nd May, 3 P.M.
 Europe, India, via Tutuila—Per Annam, 3rd May, 11 A.M.
 Straits and Calcutta—Per Catherine Apar, 3rd May, 2 P.M.
 Kudat and Sandakan—Per Rorneo, 5th May, 8 A.M.
 Manila—Per Zaira, 7th May, 9 A.M.
 Manila—Per Shawmut, 7th May, 10 A.M.
 Swatow and Tientsin—Per Chihli, 7th May, 3 P.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Tsinan, 9th May, 3 P.M.
 Singapore, Penang and Bombay—Per Ischia, 11th May, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 11th May, 11 A.M.
 Yokohama and Kobe—Per Changshu, 11th May, 3 P.M.
 Europe, India, via Tutuila—Per Bayern, 25th May, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each:
 16 stamps at 4 cents.
 12 " " 2 " "
 12 " " 2 " "

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

Parcels are now accepted for transmission to Batavia and the Dutch East Indies "direct." Scale of charges as follows—
 1 lb. to 3 lbs.—\$1.15
 4 lbs. to 7 lbs.—\$1.50
 8 lbs. to 11 lbs.—\$2.00
 Greatest length 2 feet.
 length and Girth 4 feet.
 No Insurance.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory—
 On the 29th at 11.25 a.m. the barometer has risen in Japan and over the Pacific, and has fallen in China. The greatest pressure is found in Mid-Japan and the least in the Southern Philippines.
 Gradients are very slight on the China Coast and to the Eastward, and are very moderate, over the northern part of the China Sea. Light variable winds will be met with in the Formosa Channel, and light E. to NE. winds in the China Sea.
 Forecast—Light E. winds; fine.

CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hum.	Wind	W.
Vladivostok	30.2	61	80	S	6
Hakodate	30.21	61	80	S	6
Tokyo	30.30	61	80	NW	2
Kobe	30.19	61	80	E	8
Nagasaki	30.15	61	80	SE	8
Kagoshima	30.19	61	80	E	4
Oshima	30.13	61	80	E	2
Naha	30.09	61	80	SE	8
Ishigakima	30.05	61	80	SE	4
Taiyoku	30.04	61	80	N	2
Taiwan	30.02	61	80	N	12
Tainan	30.02	61	80	N	12
Koshu	30.02	61	80	N	6
Pescadore	30.03	61	80	NW	3
Weihow	30.07	61	80	NW	3
Guthrie	30.11	61	80	SE	3
Sharp Peak	30.09	61	80	SE	3
Amoy	30.14	61	80	NE	2
Swatow	30.07	61	80	NW	3
Canton	30.07	61	80	NW	3
Hongkong	30.13	61	80	E	3
Victoria Peak	30.08	61	80	ENE	3
Gin Kook	30.08	61	80	E	2
Macao	30.03	61	80	E	2
Haiphong	30.08	61	80	E	2
Yamaguchi	30.08	61	80	E	2
Hiroshima	30.08	61	80	E	2
Hondo	30.80	83	83	ENE	1
Cebu	30.90	84	84	N	2
C. St. James	30.90	84	84	N	2

April 29 at 10 a.m. 30.06
 April 30 at 10 a.m. 29.98
 Difference 0.08
 Rainfall 0.83

VISITORS AT THE HOTELS.

HONGKONG.
 Adams, T. A. Mangin, Comdr.
 Allen, Mr. and Mrs. L. Maper, Mr. and Mrs. E.
 Anderson, Mr. Mast, Sidney.
 Andrews, H. W. Mast, Mr. and Mrs. E.
 Bent, Mr. and Mrs. H. McAvan, T. P.
 Black, Mr. and Mrs. McLennan, A.
 Blunt, Mrs. J. Meikle, Mr. & Mrs. E.
 Bogan, Mr. & Mrs. R. Merck, H.
 Bonner, E. A. Morris, W. W.
 Bothwell, Mrs. R. W. Miller, P. L.
 Bull, E. K. Miles, E. T.
 Clark, Geo. J. Moore, J. H.
 Clark, W. G. Moreno, Mr.
 Clarke, Mr. and Mrs. Muir, J.
 M. A. Murphy, Mr. and Mrs. E. O.
 Colson, F. T. Newington, A. G.
 Crook, A. F. Nichols, E. S.
 Davies, Mrs. J. T. North, C. J.
 Deacon, F. B. Nunes, A.
 Deau, G. Osborn, Mrs. F.
 Derbyshire, J. H. Paito, Mrs.
 Douglas, Capt. & Mrs. J. Pattie, Mr. & Mrs. J. A.
 Downing, J. C. Pike, R. N., Lt. & Mrs. C.
 Edwards, Mrs. Pincenot, Mr.
 Ellis, Mr. and Mrs. A. Potter, A. G.
 Elmore, F. Potts, W. H.
 Ferguson, Mr. & Mrs. Rosario, F. G. du
 Fergusson, R. M. Rushby, Mr. and Mrs. F.
 Fester, J. H. Fisher, H. G.
 Flush, Miss Glover, C.
 Gordon, Mrs. W. W. Grant, A. W.
 Gras, Mr. Hall, Capt. T.
 Hamblin, J. H. Simmers, Mr. and Mrs. Scott, C.
 Hansford, H. B. Somerville, Geo.
 Hanford, W. B. Somerville, Mrs. A.
 Haydon, J. T. Stanley, H. H.
 Hellmann, Mr. & Mrs. J. C.
 Hooper, Mr. and Mrs. Sullivan, Miss
 Ischy, Rev. F. Tavera, A. P. de
 Joseph, Mr. and Mrs. Tavera, C. P. de
 E. S. Tavera, Mrs. P. de and nurse
 Katsch, E. A. Thomas, C. B.
 Legara, P. Trimmel, W. D.
 Legardo, B. Vernon, Mr. and Mrs. J.
 Legatti, E. A. Whitton, Mrs. A. M.
 Lewis, A. R. Winter, O.
 Li Nug Bing Wolff, Philip
 Long, T. H. B. Woolmer, Mr. & Mrs. Wright, Mr. and Mrs. C. G.
 Lyons, Capt. H. J. Macgowan, R. G.
 Mackie, C. Gordon

CONNAUGHT.

Bentista, M. H. Helme, E. B.
 Banista, H. Luz, J.
 Bell, Mrs. J. Manneis, Mrs. & child
 Bell, J. F. McKilligan, H. G.
 Boyce, W. B. Menashih, R.
 Buchanan, E. B. Moss, Thos.
 Christie, Mr. & Mrs. D. Newborn, R. H.
 Clinaco, I. Noel, V.
 Cronin, John Novenario, Leon
 Dalley, Mr. Legario, G.
 Davies, F. O. Ortega, L.
 Dufour, Mrs. H. Piliavie, Mr.
 Dulat, Mme. I. de
 Eyrre, Mr. and Mrs. H. Reiboldt, F.
 Gaddis, T. P. Rheingold, A. G.
 Genato, R. A. Roberts, Miss
 Genato, Mr. N. Robertson, W. R.
 Gomez, Dr. N. R. R. H.
 Haddeman, U.S.A. Capt. Robertford, N. H.
 Harris, J. D. Seabenshurn, R.
 Howard, F. Swaby, Thomas C.
 Heckford, R. G. Trimman, H. N. S. P.
 Hubbard, Mr. and Mrs. Walker, A. T.
 S. Williams, W. H.

KING EDWARD.

Arthur, H. W. Muell, Ed. (Consul for Peru)
 Ducrot, R. H. A. Major Oakes, Mrs. M.
 Hay, E. H. H.
 Emecration, V. Simpson, A. H.
 Gomez, G. Ralston, W. A.
 Jameson, J. Watt Roberts, E. E.
 Jameson, Mrs. J. R. R. E. M. & Mrs. T. J.
 Jan de Leon Shepherd, Bruce
 Jan Aranea Shepherd, Mr. Herbert
 Kent, R. N., Lt.-Col. F. Stephens, Mr. & Mrs. E. J. D.
 Kent, Mrs. F. E. Sumling, F.
 Kooy, G. W. I. Talati, Mr. and Mrs. M. Levy, M.
 Mendoza, M. Vaughan, H. S.

PEAK.

Beattie, J. M. Lowe, D. R.
 Beattie, M. P. Martin, R.
 Benson, Mr. & Mrs. McDermott, A. P. B.
 Bunney, Lieut. Col. F. Moxon, Mr. and Mrs. W. Herbert
 Bunney, Major and Mrs. Perry, F.
 Bunney, Miss Pollock, H. E.
 Brawn, Col. L. F. Post, N.
 Conrad, Mr. and Mrs. Pratt, Major and Mrs. Reid, T. H.
 Dymock, P. A. A. Rice, P. J.
 Ehelderke, Capt. Sawyer, Mrs. W. E.
 Foote, R. N., Capt. and Mrs. Sinclair, A.
 Frege, Mr. and Mrs. Skilton, Mr.
 French, Major G. A. Skelton, Mrs.
 Grant, R. N., Eng. Lieut. Smith, C. W.
 A. R. Spackhaver, W. O. C.
 Hudig, D. Siegverson, D.
 Hamilton, Major Stokpe, Mr.
 Hamilton, J. E. Sutherland, Mr. and Mrs. J. and child
 Hardy, R. W., Comm. Uffel, W. von
 Hays, I. Watkins, R. E., Capt. and Mrs.
 Hewitt, F. T. B. Holborow, Mr.
 Holborow, Mr. Jeffery, Mrs.
 Jeffery, Mrs. W. H.
 King, Mr. Longstaff, G. B.
 Longstaff, Miss

CRAIGIEBURN.

Cowden, Mrs. & Miss Smith, Mr. and Mrs. Grant
 Crofton, R. H. Smith, Mr. E. Grant
 Craig, W. E. Whitlow, Mr. & Mrs. and child
 Dann, G. H. Gaskell, Mr. and Mrs. Woodward, Mr. & Mrs. and children
 Lauder, P.
 Menocal, D. A.
 Ross, W. W.

THOMAS.

Adanis, F. R. Marroni, M.
 Bakken, J. O. Parker, H. E.
 Berrain, C. F. Palmer, Chas. S.
 Bish, Wm. N. Peterson, Mr. and Mrs. J.
 Canesnan, N. W. Pington, C. D. U.
 Coyle, J. Rinker, T. E.
 Crego, Mr. Sharp, Edward
 Dunlat, A. E. Thomas, Mr. and Mrs. H. E. S.
 Eastman, M. G. Forman, J. G.
 Erskine, E. I. Hough, Dr.
 Forman, J. G. Hough, Dr.
 Jensen, Mr. Jensen, Mr.
 Kernan, L. E. Key, G. W.
 Lehman, E.

KOWLOON.

Aherne, Mrs. Iremonger, Lieut.-Col.
 Baker, Col. and Mrs. F. F.
 Bates, Mrs. F. F. Lourey, Dr. and Mrs.
 Daniel, W. and children
 Dye, H. S. and children
 Gimes, Mr. and Mrs. Mitchell, Mr. J. B. Murchie, Mr. Yokura, K.

WHERE NOISE IS KING.

WHAT A BOILERMAKER ENDURES.

No human being endures so much in the way of deafening, ear-shattering noise as a Boilermaker. The whole place in which he works is filled with thunderous sound as of artillery-firing. Along its huge length fat boilers lie in stocks like giant iron canoes in process of building; while men, whose skins glisten in the light and heat, rush about with pincers holding red-hot rivets, which they thrust through the plates to have their protruding noses flattened by heavy hammers. Over everything the fierce light of the braziers makes weird shadows on the heaving muscles of workers.

A hard, wearing life it is and a little thing impairs a boilermaker's efficiency. As Mr. Thomas Houghton, a Birmingham boilermaker, recently said to a newspaper interviewer, even deranged digestion may incapacitate one. Mr. Houghton, some time ago, was compelled to give up his work, but he cured himself by Dr. Williams' pink pills. Mr. Houghton, who lives at 65 Cuthbert-road, Winslow Green, Birmingham, England, said:

"I was a victim of wind and indigestion for a long time, and was frequently attacked by spasms, which were so painful that I was afraid to stoop at my work in case they should come on."

"At home, after meals, I had often to walk about the house to disperse them. There was a pain in my chest which completely took my breath away at times. Of course, it hampered me very much at the works, and I was afraid to take my food."

"Then my wife, who had suffered terribly with indigestion, prevailed upon me to get a bottle of Dr. Williams' pink pills for pale people, and after taking them for some time her improvement was so marked that I began to take the pills myself, with the result that, like her, I felt speedy relief. After taking about two bottles I was completely cured."

"I can't speak too highly of the merits of this medicine. I have a capital appetite now, and can go about my work with pleasure. In fact, to-day I have been carpentering, for amusement, which would have been impossible a short time ago."

MAN AND WIFE.

THE STORY OF A HAPPY PAIR.

Mrs. Houghton, wife of the hero of the remarkable story related in this issue under the title "Where Noise is King," had a story to tell no less remarkable than that of her husband. "About six months ago," she explained to a press representative, "I began to be troubled with dyspepsia. I thought little of it at first, and went on with my work as usual, thinking it would soon go away. However, I was mistaken, for it developed to a terrible degree. I had a heavy feeling in my chest and severe palpitation of the heart. Sometimes my heart was so bad that I had to lean forward for a long time to stop it. The goodness in my head also became so serious that I was eventually too timid to go out. I was afraid of falling against tramcars or into shop windows, and even on a broad pavement I swayed helplessly from one side to the other. I had a gnawing and burning sensation in the stomach as if I had eaten fire. Many a time I never touched food for a day; even then I should have to give up."

"At length I was attracted by an article in a Birmingham paper on the subject of the remarkable cures wrought by Dr. Williams' pink pills for pale people. I persuaded my husband to let me give them a trial, and he obtained two bottles. I had become so bad that I had to beat myself in order to get my breath, and it was misery to be about, and still worse to lie in bed. At the end of the second bottle I noticed a distinct improvement. I took five bottles altogether, and I am now in excellent health and can enjoy my food."

Neither Mr. nor Mrs. Houghton raised any objection to the proposal that the interview should be given every publicity.

Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills which have the virtue. If Mr. and Mrs. Houghton had used an imitation or substitute they would be suffering still. It is the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and sixpence from Dr. Williams' Medicine Company, Holborn-viaduct, London, if readers have any difficulty in purchasing the genuine at shops) which have cured so many cases of anemia, bile, consumption, fits

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON.

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSIT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Nera* bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London
as well as for MARSEILLES, and accepted in
transit through MARSEILLES for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 2nd May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th April, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this Port to
BOMBAY, on SATURDAY, the 7th May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to MARSEILLES and London
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until
the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i>	9,606	W. M. Smith	May 21
<i>Trenton</i>	9,606	F. W. Garlick	June 28
<i>Lyra</i>	4,417	G. V. Williams	Aug. 4
<i>Shawmut</i>	9,606	W. M. Smith	Sept. 1
<i>Trenton</i>	9,606	T. W. Garlick	Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut.....9,606 W. M. Smith.....Ab. May 21
Trenton.....9,606 F. W. Garlick.....Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 29th April, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAYERN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd May, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 3rd May, at
9.30 A.M.

All Claims must reach us before the 8th
May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1904.

FROM HAMBURG, BREMEN, PENANG,
AND SINGAPORE.

THE H. A. L. Steamship

"ARAGONIA,"

Captain Schultze, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th of May will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th of May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th April, 1904.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 2nd May will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"ALGOA"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by WEDNESDAY, the 27th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 23rd April, 1904.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"

FROM PORTLAND (UK), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 23rd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

NOTICE TO CONSIGNEES.		STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
THE Steamship										
"HAYERN,"										
of the NORDDEUTSCHER LLOYD,										
having arrived, Consignees of Cargo are hereby										
informed that their Goods, with the exception										
of Opium, Treasure and Valuables, are being										
landed and stored at their risk into the Godowns										
of the Hongkong and Kowloon Wharf and										
Godown Company, Limited, Kowloon, whence										
delivery may be obtained.										
Optional Cargo will be forwarded unless										
notice to the contrary be given before 11 A.M.,										
TO-DAY.										
No Claims will be admitted after the Goods										
have left the Godowns, and all Goods remaining										
undelivered after the 3rd May, will be subject										
to rent.										
All broken, chafed, and damaged Goods are										
to be left in the Godowns, where they will be										
examined on TUESDAY, the 3rd May, at										
9.30 A.M.										
All Claims must reach us before the 8th										
May, or they will not be recognized.										
No Fire Insurance will be effected.										
Bills of Lading will be countersigned by the										
Undersigned.										
NORDDEUTSCHER LLOYD										
MELCHERS & CO.,										
Agents.										
Hongkong, 27th April, 1904.										
FROM HAMBURG, BREMEN, PENANG,										
AND SINGAPORE.										
THE H. A. L. Steamship										
"ARAGONIA,"										
Captain Schult, having arrived from the										
above ports, Consignees of Cargo are hereby										
requested to send in their Bills of Lading for										
countersignature by the Undersigned and to										
take immediate delivery of their goods from										
alongside.										
Optional Cargo will be forwarded unless										
notice to the contrary be given before TO-										
DAY.										
Any Cargo impeding her discharge will be										
landed into the Godowns of the Hongkong and										
Kowloon Wharf and Godown Co., Limited, and										
stored at Consignees' risk and expense.										
No Claims will be admitted after the Goods										
have left the Godowns, and all Goods remaining										
undelivered after the 5th of May will be										
subject to rent.										
All broken, chafed and damaged Goods are										
to be left in the Godowns, where they will be										
examined on the 5th of May, at 3 P.M.										
No Fire Insurance has been effected.										
HAMBURG-AMERIKA LINIE,										
Hongkong Office.										
Hongkong, 28th April, 1904.										
FROM HAMBURG, BREMEN, ROTTER-										
DAM, ANTWERP, PENANG AND										
SINGAPORE.										
THE H. A. L. Steamship										
"STRASSBURG,"										
Captain Madsen, having arrived from the										
above ports, Consignees of Cargo are hereby										
requested to send in their Bills of Lading for										
countersignature by the Undersigned and to										
take immediate delivery of their goods from										
alongside.										
Optional Cargo will be forwarded unless										
notice to the contrary be given before Noon										
TO-DAY.										
Any Cargo impeding her discharge will be										
landed into the Godowns of the Hongkong and										
Kowloon Wharf and Godown Co., Limited, and										
stored at Consignees' risk and expense.										
No Claims will be admitted after the Goods										
have left the Godowns and all Goods remaining										
undelivered after the 2nd May will be subject										
to rent.										
All broken, chafed and damaged Goods are										
to be left in the Godowns, where they will be										
examined on the 2nd May at 3 P.M.										
No Fire Insurance has been effected.										
HAMBURG-AMERIKA LINIE,										
Hongkong Office.										
Hongkong, 25th April, 1904.										
PACIFIC MAIL STEAMSHIP COMPANY.										
NOTICE.										
CONSIGNEES OF CARGO per Steamship										
"ALGOA,"										
The above Steamer having arrived, Consignees										
of Cargo are hereby requested to send in their										
Bills of Lading for countersignature, and to										
take immediate delivery of their Goods from										
alongside.										
Cargo impeding discharge and undelivered										
on WEDNESDAY, the 27th instant, at 5 P.M.,										
will be landed and stored at Consignees' risk										
and expense.										
No Fire Insurance will be effected.										
E. W. TILDEN,										
Agent.										
Hongkong, 23rd April, 1904.										
THE PORTLAND AND ASIATIC										
STEAMSHIP COMPANY.										
NOTICE TO CONSIGNEES.										
S.S. "INDRAVELLI,"										
FROM PORTLAND (OK), YOKOHAMA,										
AND KOBE AND MOJI.										
The above steamer having arrived, Con-										
signees of Cargo are hereby requested to										
send in their Bills of Lading for Countersignature										
and to take immediate delivery of their										
goods from alongside.										
Cargo impeding the discharge of the vessel										
will be landed and stored at Consignees' risk										
and expense.										
No Fire Insurance will be effected by us in										
any case whatever.										
ALLAN CAMERON,										
General Agent.										
Hongkong, 23rd April, 1903.										